

# CHINA MAIL.

Established February 1, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4479. 七月一十年七十七百八千英

HONGKONG, WEDNESDAY, NOVEMBER 7, 1877.

PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL

LONDON.—F. ALLEN, 8, Clement's Lane, Lombard Street, George Street, 30, Cornhill, GORDON & GOWE, Judges, Circus, E. C. BATES, HENDY & CO., Old Jockey, E. C. BARNET DRAGON & CO., 160 & 164, Leadenhall Street; NEW YORK.—ANDREW WIND, 183, Nassau Street; DODD, MEAD & CO., 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000, 1002, 1004, 1006, 1008, 1010, 1012, 1014, 1016, 1018, 1020, 1022, 1024, 1026, 1028, 1030, 1032, 1034, 1036, 1038, 1040, 1042, 1044, 1046, 1048, 1050, 1052, 1054, 1056, 1058, 1060, 1062, 1064, 1066, 1068, 1070, 1072, 1074, 1076, 1078, 1080, 1082, 1084, 1086, 1088, 1090, 1092, 1094, 1096, 1098, 1100, 1102, 1104, 1106, 1108, 1110, 1112, 1114, 1116, 1118, 1120, 1122, 1124, 1126, 1128, 1130, 1132, 1134, 1136, 1138, 1140, 1142, 1144, 1146, 1148, 1150, 1152, 1154, 1156, 1158, 1160, 1162, 1164, 1166, 1168, 1170, 1172, 1174, 1176, 1178, 1180, 1182, 1184, 1186, 1188, 1190, 1192, 1194, 1196, 1198, 1200, 1202, 1204, 1206, 1208, 1210, 1212, 1214, 1216, 1218, 1220, 1222, 1224, 1226, 1228, 1230, 1232, 1234, 1236, 1238, 1240, 1242, 1244, 1246, 1248, 1250, 1252, 1254, 1256, 1258, 1260, 1262, 1264, 1266, 1268, 1270, 1272, 1274, 1276, 1278, 1280, 1282, 1284, 1286, 1288, 1290, 1292, 1294, 1296, 1298, 1300, 1302, 1304, 1306, 1308, 1310, 1312, 1314, 1316, 1318, 1320, 1322, 1324, 1326, 1328, 1330, 1332, 1334, 1336, 1338, 1340, 1342, 1344, 1346, 1348, 1350, 1352, 1354, 1356, 1358, 1360, 1362, 1364, 1366, 1368, 1370, 1372, 1374, 1376, 1378, 1380, 1382, 1384, 1386, 1388, 1390, 1392, 1394, 1396, 1398, 1400, 1402, 1404, 1406, 1408, 1410, 1412, 1414, 1416, 1418, 1420, 1422, 1424, 1426, 1428, 1430, 1432, 1434, 1436, 1438, 1440, 1442, 1444, 1446, 1448, 1450, 1452, 1454, 1456, 1458, 1460, 1462, 1464, 1466, 1468, 1470, 1472, 1474, 1476, 1478, 1480, 1482, 1484, 1486, 1488, 1490, 1492, 1494, 1496, 1498, 1500, 1502, 1504, 1506, 1508, 1510, 1512, 1514, 1516, 1518, 1520, 1522, 1524, 1526, 1528, 1530, 1532, 1534, 1536, 1538, 1540, 1542, 1544, 1546, 1548, 1550, 1552, 1554, 1556, 1558, 1560, 1562, 1564, 1566, 1568, 1570, 1572, 1574, 1576, 1578, 1580, 1582, 1584, 1586, 1588, 1590, 1592, 1594, 1596, 1598, 1600, 1602, 1604, 1606, 1608, 1610, 1612, 1614, 1616, 1618, 1620, 1622, 1624, 1626, 1628, 1630, 1632, 1634, 1636, 1638, 1640, 1642, 1644, 1646, 1648, 1650, 1652, 1654, 1656, 1658, 1660, 1662, 1664, 1666, 1668, 1670, 1672, 1674, 1676, 1678, 1680, 1682, 1684, 1686, 1688, 1690, 1692, 1694, 1696, 1698, 1700, 1702, 1704, 1706, 1708, 1710, 1712, 1714, 1716, 1718, 1720, 1722, 1724, 1726, 1728, 1730, 1732, 1734, 1736, 1738, 1740, 1742, 1744, 1746, 1748, 1750, 1752, 1754, 1756, 1758, 1760, 1762, 1764, 1766, 1768, 1770, 1772, 1774, 1776, 1778, 1780, 1782, 1784, 1786, 1788, 1790, 1792, 1794, 1796, 1798, 1800, 1802, 1804, 1806, 1808, 1810, 1812, 1814, 1816, 1818, 1820, 1822, 1824, 1826, 1828, 1830, 1832, 1834, 1836, 1838, 1840, 1842, 1844, 1846, 1848, 1850, 1852, 1854, 1856, 1858, 1860, 1862, 1864, 1866, 1868, 1870, 1872, 1874, 1876, 1878, 1880, 1882, 1884, 1886, 1888, 1890, 1892, 1894, 1896, 1898, 1900, 1902, 1904, 1906, 1908, 1910, 1912, 1914, 1916, 1918, 1920, 1922, 1924, 1926, 1928, 1930, 1932, 1934, 1936, 1938, 1940, 1942, 1944, 1946, 1948, 1950, 1952, 1954, 1956, 1958, 1960, 1962, 1964, 1966, 1968, 1970, 1972, 1974, 1976, 1978, 1980, 1982, 1984, 1986, 1988, 1990, 1992, 1994, 1996, 1998, 2000, 2002, 2004, 2006, 2008, 2010, 2012, 2014, 2016, 2018, 2020, 2022, 2024, 2026, 2028, 2030, 2032, 2034, 2036, 2038, 2040, 2042, 2044, 2046, 2048, 2050, 2052, 2054, 2056, 2058, 2060, 2062, 2064, 2066, 2068, 2070, 2072, 2074, 2076, 2078, 2080, 2082, 2084, 2086, 2088, 2090, 2092, 2094, 2096, 2098, 2100, 2102, 2104, 2106, 2108, 2110, 2112, 2114, 2116, 2118, 2120, 2122, 2124, 2126, 2128, 2130, 2132, 2134, 2136, 2138, 2140, 2142, 2144, 2146, 2148, 2150, 2152, 2154, 2156, 2158, 2160, 2162, 2164, 2166, 2168, 2170, 2172, 2174, 2176, 2178, 2180, 2182, 2184, 2186, 2188, 2190, 2192, 2194, 2196, 2198, 2200, 2202, 2204, 2206, 2208, 2210, 2212, 2214, 2216, 2218, 2220, 2222, 2224, 2226, 2228, 2230, 2232, 2234, 2236, 2238, 2240, 2242, 2244, 2246, 2248, 2250, 2252, 2254, 2256, 2258, 2260, 2262, 2264, 2266, 2268, 2270, 2272, 2274, 2276, 2278, 2280, 2282, 2284, 2286, 2288, 2290, 2292, 2294, 2296, 2298, 2300, 2302, 2304, 2306, 2308, 2310, 2312, 2314, 2316, 2318, 2320, 2322, 2324, 2326, 2328, 2330, 2332, 2334, 2336, 2338, 2340, 2342, 2344, 2346, 2348, 2350, 2352, 2354, 2356, 2358, 2360, 2362, 2364, 2366, 2368, 2370, 2372, 2374, 2376, 2378, 2380, 2382, 2384, 2386, 2388, 2390, 2392, 2394, 2396, 2398, 2400, 2402, 2404, 2406, 2408, 2410, 2412, 2414, 2416, 2418, 2420, 2422, 2424, 2426, 2428, 2430, 2432, 2434, 2436, 2438, 2440, 2442, 2444, 2446, 2448, 2450, 2452, 2454, 2456, 2458, 2460, 2462, 2464, 2466, 2468, 2470, 2472, 2474, 2476, 2478, 2480, 2482, 2484, 2486, 2488, 2490, 2492, 2494, 2496, 2498, 2500, 2502, 2504, 2506, 2508, 2510, 2512, 2514, 2516, 2518, 2520, 2522, 2524, 2526, 2528, 2530, 2532, 2534, 2536, 2538, 2540, 2542, 2544, 2546, 2548, 2550, 2552, 2554, 2556, 2558, 2560, 2562, 2564, 2566, 2568, 2570, 2572, 2574, 2576, 2578, 2580, 2582, 2584, 2586, 2588, 2590, 2592, 2594, 2596, 2598, 2600, 2602, 2604, 2606, 2608, 2610, 2612, 2614, 2616, 2618, 2620, 2622, 2624, 2626, 2628, 2630, 2632,

## Notices to Consignees

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. A N A D Y R.

## NOTICE.

CONSIGNEES of Cargo per S. S. *Monach* and *Gorga*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before 1 o'clock To-day, the 2nd instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after To-day, the 9th instant, at noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU POUEY,  
Agent.

Hongkong, November 2, 1877. no19

## NOTICE TO CONSIGNEES.

P. & O. S. N. Co.'s S. S. *GWLIAOR* AND *POONAH*.

CONSIGNEES of Cargo by the above-named Vessels, from London, Bombay and Intermediate Ports, and in connection with the Steamer *BOKHARA* from Calcutta, are hereby informed that their Goods are being landed and stored at their risk in the Company's Godowns, at West Point, whence delivery can be obtained from this date.

Goods not delivered by the 12th instant will be subject to rent.

ADAM LIND,  
Superintendent.

Hongkong, November 5, 1877. no10

## FROM LONDON AND SINGAPORE.

THE S. S. *Glenlyon* having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk and stored in the Godowns of the Undersigned, whence and/or from the Wharf or Boats delivery may be obtained.

Optional Cargo will be forwarded to Shanghai, unless notice to the contrary is given before 2 p.m. To-day.

Cargo remaining undelivered after the 12th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATTHESON & Co.

Hongkong, November 6, 1877. no12

## NOTICE TO CONSIGNEES.

FROM LONDON, LIVERPOOL, BOMBAY AND SINGAPORE.

THE "Inman" S. S. *City of Limerick* having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk and stored in the Godowns of the Undersigned, whence and/or from the Wharf or Boats delivery may be obtained.

Optional Cargo will be forwarded to Shanghai, unless notice to the contrary is given before 1 p.m. To-day.

Cargo remaining undelivered after the 12th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned after Consignees have signed the Average Bond by

BIRLEY & Co., Agents.

Hongkong, November 2, 1877. no12

BRITISH BARQUE *ELMSTONE*, FROM LONDON.

CONSIGNEES of Cargo per above Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery of their Goods.

Cargo impeding discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DOUGLAS LAPRAIK & Co., Agents.

Hongkong, October 19, 1877.

BARQUE *STRATHMORE*, FROM KURRAHEE.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DOUGLAS LAPRAIK & Co., Agents.

Hongkong, October 22, 1877.

BRITISH BARQUE *MELBREEK*, FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBERG & Co., Agents.

Hongkong, October 15, 1877.

## Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crews of the following Vessels, during their stay in Hongkong Harbour:—

Charterton, American ship, Captain W. Lall.—Slemesse & Co.

ALBRIGHTON, British barque, Captain G. Cunningham.—Wisler & Co.

CHURCHILL, British ship, Captain M. Shrewsbury.—Wisler & Co.

FRERTONIAN, British steamer, Capt. J. H. von Bargen.—Chinex.

COLORADO, American ship, Captain J. Graham.—Russell & Co.

KATE WILSON, British barque, Captain James Wilson.—Malchish & Co.

BROOMHALL, British ship, Captain H. Betts.—Russell & Co.

SOULAS, Dutch brig, Captain Dirksen.—Slemesse & Co.

CHARLES OAK, American ship, Captain Stephen.—Jardine, Matheson & Co.

REGALANTINE, British s.s., Captain Stephen.—Slemesse & Co.

## Notices of Fire.

NOTICE.  
I HAVE THIS DAY admitted Mr. WILLIAM LEGGE as a PARTNER in my Business, which will henceforth be conducted under the Style of HUGHES & LEGGE.  
W. KERFOOT HUGHES.  
Hongkong, November 1, 1877. no1

NOTICE.  
M. R. CHARLES DAVID BOTTOMLEY was admitted a PARTNER in our Firm on the 1st July, 1877.  
DOUGLAS LAPRAIK & Co.  
Hongkong, September 22, 1877.

NOTICE.  
M. R. JAMES AYTON MANN is authorized to sign our Firm by Procuration.  
GEPP & Co.  
Canton, November 1, 1877. no1

NOTICE.  
THE Business of SHARE and GENERAL BROKER, hitherto conducted in my name, will now be carried on under the Style of COHEN & HEATON. Mr. ALEXANDER MACGLASHAN HEATON having this Day become a PARTNER therein.  
CHAS. C. COHEN.  
Hongkong, November 1, 1877. no1

NOTICE.  
I HAVE This Day established myself at this Port as a GENERAL COMMISSION AGENT.  
J. Y. VERNON SHAW.  
Hongkong, November 1, 1877. no1

NOTICE.  
FROM This Date Mr. EDWARD SHEPPARD and Mr. M. W. GREEN, are authorized to sign the name of our Firm per Procuration at Foochow, and Mr. F. E. EWELL at Amoy.  
RUSSELL & Co.  
China, June 1, 1877. no1

## Intimations.

## COSMOPOLITAN DOCKS.

THE Undersigned, until further notice, offer to REMIT VESSELS, furnishing all Material and Labor, except METAL and NAILS, for TWENTY-FIVE CENTS per Sheet.

IRON STEAMERS and SAILING VESSELS

requiring Three Coats Paint or Tallow, Thirty Cents per Ton Register.

W. B. SPRETT & Co., Proprietors.  
Hongkong, October 10, 1877. no10

## DENTAL NOTICE.

D. STOUT has RESUMED, and will be ready to receive Patients on MONDAY, the 24th instant, until further notice, at his Rooms, Ground Floor, HOTEL DE L'UNIVERS. Office hours, 8 to 12 Noon and 2 to 4 p.m.  
Hongkong, September 22, 1877.

## DENTAL NOTICE.

D. R. ROGERS begs to inform his Patrons and the Public that he intends to visit AMOY and FOOCHOW in September and October, leaving HONG-KONG about the 15th of September.

Hongkong, August 6, 1877.

PIANOS and any other Musical Instruments TUNED, REPAIRED, and RE-CONSTRUCTED.

PIANOS ON HIRE, by the Month or Occasionally.

PIANOS FOR SALE, New and Second-Hand, all in perfectly Good Order, Guaranteed.

## —

Special Attention is invited to a new Grand, Cottage PIANO, by LUDWIG and RÖHRE, Zeitz.—Just Received from Germany, and specially constructed for this climate to the order of the Undersigned.

Orders from any of the Outports in the East, will meet with prompt attention if addressed to:

Care of Messrs. LANE, CRAWFORD & Co., or, Messrs. GAUTP & Co.

A. HAHN.

Hongkong, September 7, 1877.

## Volume Sixth of the "CHINA REVIEW."

## Now Ready.

## No. III.—Vol. VI.

## —OF THE—

## CHINA REVIEW

## —ON TAINIS—

The Rhymes of the Shih-king.

Brief Sketches from the Life of K'ung-ming.

(Continued from Vol. V., page 367.)

The Wild Silk-worms of the Province of Shantung.

Notes on Chinese Grammar (Continued from Vol. V., page 362.)

Geographical Notes on the Provinces of Kiangsu.

Translations of Chinese School-books.

Short Notices of New Books and Literary Intelligence.

Notes and Queries.—

Bankruptcy in China.

The Share taken by Chinese and Ban-

men in the Government of China.

Laws of Sale amongst the Chinese.

Studies in Words and Roots Meaning One.

The Character 𠂇.

Chinese Antiquity.

Shih-tse's Shang-ti.

A Chinese Primer.

A Hui Man-chu Coff.

Wu Yao and Shih Shih.

Historical Poem.

Native Literature on Chinese Porcelain.

Books Wanted, Exchanges, &c.

Other Mail Office.

Hongkong, October 31, 1877.

## To-day's Advertisements.

## FOR SALE.

D A N I S H B E H R

Trunks & Furniture,

87 per Case quart.

88 per Case pint.

LANE, CRAWFORD & Co.

1877.

Hongkong, November 1, 1877.

## SHIPPING.

## ARRIVALS.

Nov. 7, *Emmy*, Spanish steamer, 452

F. Blanco, Amoy. Nov. 6, General

EMERSON & Co.

Nov. 7, *Charis*, French barque, 253

Hevo, Haiphong Oct. 16, Rice, GARN-

WITZ & Co.

Nov. 7, *Bonza*, Ger. 3-m. schooner, 341

Steier, Haiphong Oct. 16, Rice.—EDWARD

SCHMIDT & Co.

Nov. 7, *Coquette*, German barque, 263

Laundizien, Newchwang Oct. 24, Beans.—

EDWARD SCHMIDT & Co.

DEPARTURES.

Nov. 6, *Pacific*, on a trial trip.

7, *Namor*, for Coast Ports.

7, *Hornet*, for Coast.

7, *Grasshopper*, for New York.

7, *Brisbane*, for Haiphong.

7, *Tartar*, for Haiphong.

7, *Holyrood*, for Haiphong.

7, *Glenlyon*, for Shanghai.

7, *Bellona*, for Saigon.

7,

We may now look for the receipt of important news from the seat of war.

Police Intelligence.  
(Before James Russell, Esq.)

Nov. 7th, 1877.

The opening match for the season of the Hongkong Yacht Club will be sailed on Saturday next, the 10th instant. The course will be the same as usually sailed over to the westward, three times round, starting from the Coalsheds Kowloon at 10 o'clock; and the prizes, given by the Yacht Club, are \$20 first, and \$10 second. Four vessels have entered, and we hope to see a good sailing breeze and close sailing.

MESSRS BUTTERFIELD & SWIRE's new tug-boat the *Colossus*, which arrived here by the *Gloucester*, has been put into working order and has already been employed towing the Company's lighter. She is a very staunch little vessel, built of iron, but sits rather low in the water, and will, we think, be found rather "damp" in rough weather. Her engines are high pressure vertical action, and she can attain a speed of 9 knots. Her funnel has, of course, been painted blue.

As a ball is a higher species of enjoyment than a dinner, while it gives pleasure to a larger number and includes the ladies, it is very gratifying to note that the Scotchmen of Hongkong purpose celebrating St. Andrew's Day this year by giving a public ball in the City Hall. The last entertainment of the kind in 1875 was a great success, and as the present arrangements are in good hands there is every probability of the projected assembly being equally successful with its predecessor.

A RACE was pulled this afternoon between the galley of the Admiral and Commodore, the latter winning by about five boats' lengths. The course was a straight one, being about three miles from the White Rocks in to the Flag Ship. The *Audacious*'s boat was manned by Europeans and that of the winners (*the Victor Emanuel*) by Chinese; and whatever little advantage might have been expected to result to the former from this cause, was neutralized by the "Victors" being in a much lighter boat. We understand that this race has been contemplated for some time, and great interest was felt in, and large sums of money changed hands on, the result. The time occupied by the race was 25 minutes and 15 seconds.

In the Summary Court to-day, Mr. Justice Snowden gave judgment in the case of Cheung Aiat, or Burneister, Captain of the German barque *Maria*. The claim was for scrapping the ship at \$26. The defendant alleged that he had paid \$1 when the contract was made, and \$25 subsequently in a \$25 note. The defendant, however, did not pay it to the plaintiff personally, but gave it to his mate to pay to the plaintiff. The mate, aware that he had paid the \$25 note over, but did not get a receipt. The complainant alleged that when he presented the bill, he was offered only \$16, which he refused. His Lordship gave judgment to-day in favour of the plaintiff for \$25.

In the case of J. Ingles v. Ashburn, \$55.55, heard yesterday, his Lordship gave judgment for the plaintiff. The claim was for balance of wages as a seaman on board the British ship *Evening Star* of which the defendant is the master. The defence set up was that the plaintiff had been ill, and that deductions had been made for the days on which he was unable to perform his duty. It was also alleged that the plaintiff was incompetent. In giving judgment for the plaintiff to-day, His Lordship said a seaman was entitled to wages for the period he might be sick, and that the charge of incompetency was not substantiated, as the plaintiff had been kept on the same duty ten days after the alleged incompetency.

In the case of Low Aman against the Hongkong and Whampoa Dock Company, his Lordship gave judgment yesterday in favour of the defendant. This suit was heard last Court day, and was a claim for wages as a workman in the Docks. Mr. Jeans, a clerk in the employ of the Company, had told that plaintiff had been convicted of stealing some lead piping for which the Company had to pay the amount being some \$30, while the claim for wages was only \$22. The plaintiff contended that he had been already punished for his criminal act, and that notwithstanding the merciful sentence, he was entitled to his wages for work performed prior to his conviction. His Lordship decided that the plaintiff had obtained restraining the defendant from proceeding with the works is dissolved.

Japan.

TOYOKAWA.  
(Gazette.)

Compilation of the daily cholera returns published by us since the commencement of the epidemic show that 351 deaths among natives have so far occurred in Yokohama, and 142 in the vicinity. Total 493.

By a notice suspended in the Court room of H. B. M.'s Consulate it appears that the case "Iwasaki, Yataro versus Philip H. Colomby," on a motion of Mr. Ness, Counsel for plaintiff, has been set down for hearing before a jury on the 13th November next.

We are happy to inform our readers that a subscription list will be opened at once for the purpose of obtaining funds for the building of a substantial Pest Hospital, and that already considerable sums have been promised.

The *Echo* says:—The Jacobsohets which arrived on Sunday in our port will not make a long stay there; she will be replaced by the *Champain*, The *Gallant*, and the *Wasp*.

and the *Huron* will also come shortly to take in the waters of China and Japan the places of the *Admiral* and the *Victor*.

From a Chinese merchant we learn that the newly-appointed Minister from China to Japan, and the Chinese Consul who is to be resident here, have left Shanghai in a man-of-war placed at their disposal, and are expected to arrive in Yokohama on Sunday, the 28th instant.

The official return of deaths from cholera among Japanese in and about Yokohama is as under:

From midnight 26th to midnight 27th inst.

In Yokohama . . . . . 9.  
In the vicinity . . . . . 10.

From midnight 27th to midnight 28th.  
In Yokohama . . . . . 5.  
In the vicinity . . . . . 3.

SHANGHAI RACES.

RESULTS OF THIRD DAY.

Monday, 5th November.

1.—Shanghai Club Cup, 14 miles, won by Mr. Bill's *Egyptian*.

2.—Navy Plate, 4 miles, won by Mr. Mat. Dawson's *Scud* (late *Prince Alfred*).

3.—Syces Stakes, 2 miles, won by Mr. Blak's *Scythula*.

4.—Chau Shang Kuk Cup, 1 mile, won by Mr. Mat Dawson's *Kingfisher*.

5.—Consolation Cup, one round, won by Mr. A. Black's *Scylla*.

6.—"Champion" Sweep Stakes, 14 miles, won by Mr. Paul's *Black Satin*.

7.—Grand National Steeplechase, twice round, steeplechase course.

THE PROPOSED NEW OCEAN CABLE.

Some time ago the fact was published by the Sun of the passage of an act of Congress granting to Ferdinand C. Latrobe, Robert Garrett and William F. Frick the right to connect by cable some point on the coast of Europe with a point to be hereafter decided upon the shores of the United States. The privilege was sought and obtained by the gentleman we have mentioned in anticipation of the attempt of the Anglo-American Cable Company to amalgamate with the Direct Cable Company, as it had already done with the French Cable Company, and hereby, under the monopoly thus created, raise at will the rate of tolls for the transmission of messages that competition had lowered.

It was the hope and the expectation of the American promoters of the new cable enterprise that B. D'Urville would be the terminus selected for the cable on this side of the Atlantic, and this hope has not yet been abandoned, although the negotiations abroad have taken a different shape. The money required for constructing and laying the cable, it was understood, would be provided by English capitalists, whilst the American parties were to arrange for the receipt of messages from abroad and their distribution over the land lines. Lately, however, a French company has entered the field, and, under the auspices of the French government, proposed to make the connection by cable between France and the United States, or, as the *Herold* more distinctly reports it, between France and New York. Nothing, however, has yet been determined in this report. The head of the French company is M. Poyer Querier, formerly Minister of Finance, and still a member of the French Senate, his associates in the enterprise being all persons of note and influence. Besides connecting with the Atlantic coast the proposition is to extend the cable from the Pacific coast of the United States to Japan and China. The total capital required is estimated at \$15,000,000. The advantages presented by the company in the extraordinary privileges granted to it will probably attract investors. The *Herold* states:

"The French telegraph administration will give to this company all messages for America which originate in France, and will also give to it all messages originating in any other country intended for America which enter France unless otherwise specially directed by the sender. These are very valuable privileges. Two reasons also assure it a large proportion of the traffic: First, the time required to send the messages from all parts of central and southern Europe, as also from the East Indies, by this cable, will be much less than via England; and second, the expenses of sending across the Channel to England, the Irish Channel and Ireland, and from Newfoundland to New York will be saved. The cable will be constructed after the most approved scientific manner, and a new improved system of working it will enable the operator to send three times as many words a minute as by the present system used on the Atlantic cables, so that a tariff of 25 cents a word will yield fair profit on the capital invested."

Of the sum required to lay the cable to the United States, a syndicate of Paris bankers have, we are told, subscribed \$3,200,000, "leaving \$1,200,000 to be subscribed in Europe and America." And here we touch the point that is of special interest to Baltimore. As the laying of two new cables, one from England and one from France, and both in competition with the existing Anglo-American monopoly, would be impolitic and might prove injurious to both undertakings by reducing to too great an extent for profit the number of messages sent through them, negotiations are now pending between the French company and the English capitalists already alluded to, looking to joint action, and working under the cable privilege accorded by Congress to Messrs. Garrett, Latrobe and Frick. It is not yet known how the negotiations will terminate, or whether the shore end of the cable will be landed near Baltimore, as was originally proposed. But efforts are being made to bring the cable to this city, and it is to be hoped they will succeed.

Congress has already provided by law for the incorporation of a Trans-Pacific Cable Company, among whose incorporators may be recognized the names of our leading business men and capitalists. Our fellow citizen, Captain Calvo Cesar Moreno, has been for a number of years actively engaged in promoting this enterprise. It is one that American capital ought to carry out. Baltimore Sun.

THE EX-PATRIOTS IN GOOD QUARTERS.—An American journal has the following: "And I must say, *Ulysses*," remarked Mrs. Grant, as she put on her nightcap, while the General swallowed his at Windsor Castle Father night. "I must say it was very rude of you to ask 'if the meter was frozen' when they lit the candles at dinner. You know how hard times are, how high gas is, and what a large family Victoria has. I dare say the poor thing has to economise all the time." You know we had to when you

were King, I might President," and the good soul dropped off to sleep, leaving his Excellency to wonder what Mr. Dix of mon Droit, over the fireplace, was a Latin motto, and if so, whether it meant "No smoking in bed."

A prize equal to \$24000 British, is offered by the Executive Council of the Island of Gaudaloupe for an invention in the manufacture of sugar which will yield a return of 14 per cent. of the total stockholder contents of the cane. The assumption is that the cane of Gaudaloupe contains 18 per cent. of sugar, but notwithstanding the skill devoted to cane growing and sugar making in the Island, as well as in Martinique, but from 8 to 9 per cent. of sugar has been obtained. This is in the Central Factories, where great enterprise and expenditure of capital have been brought to bear upon the industry. While in Martinique last year, there were reports of a discovery there which it was hoped would add 50 per cent. to the quantity of sugar made from the cane. In laboratory practice fully 12 per cent. of sugar was said to be realized. The process was a kind of diffusion, the French term being "imbibition." The inventor aimed at absorbing or imbibing all the saccharine from the cane by means of water, and then causing the water to yield up the sugar. It would appear that \$24000 have been awarded M. D'Urville, the inventor of that process, and now a second amount of \$4000 is offered for what we assume to be some means for converting the juices into sugar in the proportion fixed, or at least 14 per cent. of the whole contents of the cane. The cane of Gaudaloupe, we may add, is of extra excellent quality—it is by repute equal to the best grown in any country, and we feel assured that inventors will have every attention extended them by the courteous French people who occupy the Island. They are kindred to us.

Three years, from the 8th of June last, are set aside for carrying on experiments. The prize will be awarded in 1880. There are many clever manipulators of sugar making substances in the colonies. We should like to see them in communication with the Director of the Interior at Basse Terre, Gaudaloupe, who has the experiments in charge, and who we feel assured will supply all information that may be asked for Australia—Queensland.

THE AMERICAN SHIP CRITERION, 1,540 tons, will load in Manila for New York under charter effected in Manila. The German bark *Melusine*, 937 tons, left for Manila to load for San Francisco under charter effected at home. The British ship *Dartmouth*, 915 tons, left for Manila "seeking."

The Dutch bark *Green Van Prinsen*, 871 tons, has been laid on the berth for Sourabaya. The British schooner *Outward*, 210 tons, left for Takao "seeking."

The disengaged tonnage in port amounts to 29 vessels, registering 20,924 tons.

The following are the settlements—

American ship *Colorado*, 1075, hence to New York, private.

British bark Empress, 236, hence to Melbourne and Sydney, private.

British bark *Melrose*, 870, Cebu, to London or Liverpool or New York, private.

British bark *Undine*, 795, Cebu to New York or Boston, private.

British bark *Staghound*, 872, Manila to San Francisco, private.

British ship *Chilum*, 1834, hence to San Francisco, private.

British bark *H. N. Carlton*, 872, hence to Honolulu, \$9,000 in full, 60 lay days.

French bark *Genevieve*, 639, hence to Honolulu, \$7,300 in full, 35 lay days.

American ship *Charter Oak*, 963, hence to Honolulu, \$8,000 in full, 60 lay days.

German bark *Deutschland*, 289, Chefoo to Swatow, \$1,500 in full, 20 lay days.

German bark *Vesta*, 302, Chefoo to Hongkong, 12 cents per picul, 25 lay days.

French bark *St. Joseph*, 289, hence to Labuan and back, 25 cents per picul, 92 lay days.

French bark *Dauphin*, 387, hence to Haiphong and back, 20 cents per picul, 30 lay days.

German brig *Tartar*, 256, hence to Haiphong and back, 20 cents per picul, 30 lay days.

Spanish steamer *Zamboanga*, 651, Haiphong to Hongkong, 22 cents per picul, 9 lay days.

French bark *Genevieve*, 639, hence to Singapore, \$1,400 in full, 15 lay days.

British steamer *Ocean*, 971, hence to Singapore and Penang, \$5,000 in full, 15 lay days.

German bark *Angostura*, 448, hence to Saigon, \$600 in full, 15 lay days.

French bark *Faugh Ballagh*, 240, hence to Saigon, \$450 in full, 10 lay days.

German steamer *Bellona*, 735, hence to Saigon and back, \$5,000 in full, 10 lay days.

British bark *W. E. Gladstone*, 534, hence to Quinhon and back, 23 cents per picul, 20 lay days.

German *Marco Polo*, 358, hence to Saigon, \$600 in full, 15 lay days.

French bark *Maria*, 879, hence to Saigon, \$600 in full, 14 lay days.

French bark *Maria Charlotte*, 375, hence to Saigon, \$500 in full, 10 lay days.

German bark *Angostura*, 448, hence to Saigon, \$600 in full, 15 lay days.

German bark *Angostura*, 448, hence to Saigon, \$450 in full, 10 lay days.

German bark *Angostura*, 448, hence to Saigon, \$450 in full, 10 lay days.

German bark *Angostura*, 448, hence to Saigon, \$450 in full, 10 lay days.

German bark *Angostura*, 448, hence to Saigon, \$450 in full, 10 lay days.

German bark *Angostura*, 448, hence to Saigon, \$450 in full, 10 lay days.

German bark *Angostura*, 448, hence to Saigon, \$450 in full, 10 lay days.

German bark *Angostura*, 448, hence to Saigon, \$450 in full, 10 lay days.

German bark *Angostura*, 448, hence to Saigon, \$450 in full, 10 lay days.

German bark *Angostura*, 448, hence to Saigon, \$450 in full, 10 lay days.

German bark *Angostura*, 448, hence to Saigon, \$450 in full, 10 lay days.

German bark *Angostura*, 448, hence to Saigon, \$450 in full, 10 lay days.

German bark *Angostura*, 448, hence to Saigon, \$450 in full, 10 lay days.

German bark *Angostura*, 448, hence to Saigon, \$450 in full, 10 lay days.

German bark *Angostura*, 448, hence to Saigon, \$450 in full, 10 lay days.

German bark *Angostura*, 448, hence to Saigon, \$450 in full, 10 lay days.

German bark *Angostura*, 448, hence to Saigon, \$450 in full, 10 lay days.

